

MIDLAND VILLAGE SERVICE DISTRICT

Background

The Midland Service District is located on Route 28, in the southeastern portion of the County about three miles west of the Calverton Service District and two miles east of the Bealeton Service District. Midland was at one time a railroad stop on the Orange & Alexandria (later to become the Virginia Midland and then the Southern Railroad). Much of the historic fabric of Midland is located near the railroad, and the influence of the rail stop is reflected in the existing lot patterns which includes a traditional “grid” plan of small blocks (200 feet x 200 feet) and narrow lots (50 feet x 100 feet), within walking distance of the old rail stop.

Midland has no public water service, and like Catlett and Calverton faces severe growth constraints due to the lack of public sewer, and growing health problems caused by failing drainfields and the general unsuitability of the soils to support such systems. Most of the houses with failing drainfields are along Route 28 and a large area south of Route 28. Current population (2000) is estimated to be about 188 residents.

Midland is the location of the Warrenton-Fauquier Airport. Due to this relationship, Midland is planned for a significant amount of industrial and warehouse uses. The area is currently more industrial than residential in terms of land use activity. In recent years, the acquisition of the airport by the County and its refurbishment has heightened interest in industrial growth for Midland. This significant airport improvement also should result a prudent County planning effort to limit residential development below the airplane flight paths. As shown on the Midland Service District Plan map and in Tables 6.9 E and 6.9 F, the Midland Service District contains slightly more than 1,000 acres (exclusive of floodplain and infrastructure), about two-thirds of which are zoned for industrial uses.

In November 1993, the Board of Supervisors recognized growing health risks in Catlett, Calverton and Midland due to failing drainfields and established by resolution a goal to provide public water and sewer to these communities on a priority basis. This decision was based on the Board’s long-standing commitment to the establishment of viable service districts and a key planning tool for the County as a whole. This action was followed by the appointment of a Citizen Service District Task Force, which in February 1994 completed a study of water and sewer problems. The Task Force in its report to the Board of Supervisors recommended as a near-term solution, the installation of sewage collection lines and the transfer of wastewater to Bealeton through a force main. That solution was not pursued due to its costs and lack of property owner and business financial support.

Growth Patterns and Historic Resources

1. Existing Characteristics

- a. Population. The Village of Midland in 1990 had 152 residents and in 2000 has an estimated population of 188.

- b. Constraints. Like it's neighboring villages of Catlett and Calverton, Midland's growth over the past 30 years has been exceptionally limited, mainly due to limitations of the soils to support septic drainfield systems and the lack of public water and sewer service. Exhibit 14 illustrates the soil constraints in the area.

Like its neighboring communities, Midland has suffered from failing septic systems. A cost effective solution for public sewer collection and treatment is needed. Further, sewer service to this area would likely enhance employment and economic growth as much as it would small-scale residential growth, due to the existing industrial zoning, the existence of several industries, and the airport.

- c. Previous Plans. Midland's build-out population in the 1994 Comprehensive Plan is an estimated 1,400 residents, along with 87 acres reserved for commercial uses and 684 for industrial uses. The service district boundaries covered an area totaling approximately 700 acres.

2. Historic Resources

Midland was laid out on land provided by Elizah and Hannah Beale, who granted the land to the railroad in 1870. It was called the Virginia Midland Railroad Village. See Exhibit 17 for the Historic Zone. The village has a grid network of streets and lots, which are a valued element in much of the neo-traditional planning, which has gained momentum. Residents want to maintain that neighborhood and business scale, which has been focused with its churches, community meeting buildings, railroad location and past service to the agricultural community. The following pictures in Exhibit 15 and Exhibit 16 demonstrate that community.

Examples of some of the prominent historic sites, buildings and community landmarks include the following:

- John Marshall's Birthplace
- Armstrong's Store
- George H. Robinson's Store
- Post Office Building
- Learning Tree Building
- Midland United Methodist Church
- Odd Fellows' Hall
- Midland School

Implementation Strategies:

- Designate the historic core of Midland, as reflected by the platted grid lot plan, as a historic area, and thereby encourage infill development consistent with the lot pattern as well as the architectural scale of the existing buildings and street layout.

Integrate a bike path design for any future Rt. 28 and village street improvements. Note that a sidewalk already exists from the intersection of Rt. 610/602 (Midland United Methodist Church) to just beyond Linden Street's intersection with Midland Street.

- Actively work with the Virginia Department of Transportation to ensure that the design of future improvements to Route 28 will permit that portion of the road that goes through the heart of Midland to ultimately function as a true “main street” for the village, with a boulevard design that is comfortable for pedestrians as well as motor vehicles.
- Include Midland in the Historic Zone in County economic and tourism marketing efforts.

Village Land Use Plan and Phasing

1. *Village Vision.* *The following quotations are taken from the Midland Citizen Planning Committee's Year 2050 Visioning exercise:*

- Midland will be the “industrial capital” of Fauquier County, with industrial uses such as warehousing and distribution uses located south of Rt. 28. Agricultural uses will be preserved, along with residential and historic buildings, all in balance with industry. The community's rural charm will be sustained and enhanced.
- Midland will be a working agricultural community with open land and its “village feel” preserved.
- Limited residential uses will be developed north of Rt. 28, with supporting retail and commercial.
- New residential development will be high quality, and will focus on the neighborhood - walking, biking - vs. always using cars
- Commercial expansion will occur close to the village with residential uses across Rt. 28 after Rt. 28 is four-lanes as part of the existing highway
- All land around the airport will be industrial and commercial - not residential. Defined areas will be dedicated for commercial/industrial uses that preserve open space.
- A limited access freeway will be built south of the Rail Road, which will serve through traffic, industrial uses and allow the area north of Rt. 28 to remain rural and allow Rt. 28 to serve local traffic. Access along Route 610 from airport to Route 28 will be improved, and a second Route will be provided out to Rt. 17.

- A commuter rail station will provide rapid rail service, and commuter service will be provided between Midland and the airport.
- Sewer service is provided within the district.

2. Land Use Planning and Phasing.

a. Land Use Plan.

Map 6.6 F represents the Land Use Plan for the village of Midland. The core of the community is located between Route 28 and the railroad. In the long term, the core of the community will include Route 28 as a boulevard.

Development will be compact in this core area, with a mix of commercial, residential and civic uses. Significant amounts of industrial uses are planned for the area south and east of the railroad, while residential and recreational uses are planned for the area north and west of Route 28. A large park is located to the north of Route 28 and encompasses an area associated with the Midland Airport noise zone. A second large park may be located to the north and east of Routes 28 and 649. In contrast with the local, village focus of the park within Midland, this second park would have a regional character and be used for team sports in southern Fauquier County. Residential land uses may be relocated within the Midland Service District to accommodate the Regional Park.

Development will be arranged in a traditional pattern, with a continuation and enlargement of the existing grid lot layout established a century ago. The grid will be extended north and south between Route 28 and the rail line, but also across Route 28, to form a walkable, compact and pleasing residential neighborhood.

Entrances to the village will be defined by “gateway” open space elements at the southern and northern entrances along Route 28, based on enhancements to the natural floodplain areas adjacent to Marsh Run creek on the southwest and Licking Run creek on the northeast.

The plan as shown would comfortably accommodate about 300 single family dwellings. The plan will also accommodate at least 250,000 square feet of commercial uses and nearly a million of square feet of industrial and flex-warehouse uses.

The land use plan presented in Map 6.6 F resulted in the reduction of the former Service District Boundary, particularly on the northwest side of the village in the area planned for mainly residential uses. This boundary reduction would have the effect of reinforcing the compact pattern of the village in the long term.

Map 6.6G presents one illustration of how this community could look as it matures.

Tables 6.9E and 6.9F present a land use summary for all categories, as well as the projected number of residential dwellings and residents.

- b. Plan Phasing.* The plan outlined in this section is fully dependent upon the implementation of a public sewer system, which has several hurdles to negotiate: system type, scale, cost, funding sources, Rt. 28 and railroad crossings. With the airport facility and existing industrial uses experiencing soil constraints limiting drainfield expansions, a building block partnership should be pursued.

TABLE 6.9 E
Midland Service District - Existing and Planned Land Use by Acre

Land Use Category	Acres
South of Route 28	
	94
Mixed Use*	
Village Commercial*	32
Industrial	382
Parks	11
North of Route 28	
Low Density Residential	250
School	37
Other Institutions	6
Regional Park/Utility	120
Park	28
TOTALS	960

*Assumes some limited residential.

TABLE 6.9 F
Midland Service District - Population Forecasts and Service District Capacity

	Cumulative Population Forecast
2000	188
Phase 1 [2010]	*
Plan Build-Out	1,120

- Wastewater treatment option needs to be established through proper engineering study, and financing sources identified and approved through the Fauquier County Board of Supervisors. See Map 6.6H.

Until a sewer solution is identified, Midland cannot realistically remain as a Village Service District. There are options, which need further assessment by the Board of Supervisors and the Water and Sanitation Authority. The preferred option is a collection system, which connects to the Remington wastewater treatment plant. That option had been identified in the 1997 *Preliminary Engineering Report for the Midland Service District*, a consultant study prepared for the Fauquier County Sanitation Authority. However, cost appears to be prohibitive, along with concerns that it will open both Midland and the intervening parcels to Bealeton to unintended development pressure.

Implementation Strategies:

- Complete an updated technical and cost assessment of Midland sewer options, involving the Citizen Planning Committee and the community.
- Options should include: (1) a small diameter collection system to the Bealeton trunk line connection to the Remington Wastewater treatment facility; (2) direct trunk line connection to the Remington Wastewater Treatment Plant; (3) a small diameter collection/wastewater treatment and non-discharge system serving designated and limited (e.g., the airport and abutting industrial operations and properties); (4) a small diameter collection/wastewater treatment and effluent stream discharge system serving a limited users.

Note that the watershed divide between Licking Run and Marsh Run virtually splits the village perpendicular to Route 28, so there will likely be a need for one or more small pump stations to transfer flow from the Licking Run sub-watershed to Marsh Run. However, the core of the village, as well as the airport and much of the industrial land around the airport, should be able to be served in any initial phase of sewer service, without the need of a pump station.

- Meet with the industrial property owners, and in conjunction with the airport facility, determine whether a financial partnership for the phased development of a limited and phased wastewater treatment program can be developed. This partnership would be principally for the longer term development of industrial properties needing proximity to Route 28, railroad connections and/or the airport.

Population Planning Needs

The population forecasts for this plan are based upon several key factors and assumptions:

- Given its location along the Route 28 corridor near Prince William County and Catlett and Calverton to the north and near Bealeton to the south, Midland has potential to absorb a limited amount of growth in both population and jobs during the next few decades, provided that sufficient public water and sewer service can be provided.
- The broad consensus of the citizens is that the village growth for residential development needs to be slow and limited, with the long-term effort placed on its industrial zoning and employment potential. Residents' principal objective was for Midland to remain a true "village" in size, density and character.
- As growth occurs, special efforts should be made to create and reinforce the village character, especially the "human scale", pedestrian convenience, historic character and "connectedness" of both the business and residential areas.
- In the Midland environs, Route 28 will be re-designed as a "village boulevard" within the boundaries of the Village Service District so as to preserve and enhance the historic village character of the community. Such action will provide the quality of place that will allow Midland to remain a community that attracts residents and jobs.
- To accommodate traffic increases on Route 28 in the long term, the County will plan a new four lane road, parallel to the existing Route 28 alignment but south of the railroad, to make it possible to relieve the impact of high volumes of truck traffic and through-traffic on the people and businesses within the village.